BookletChart™

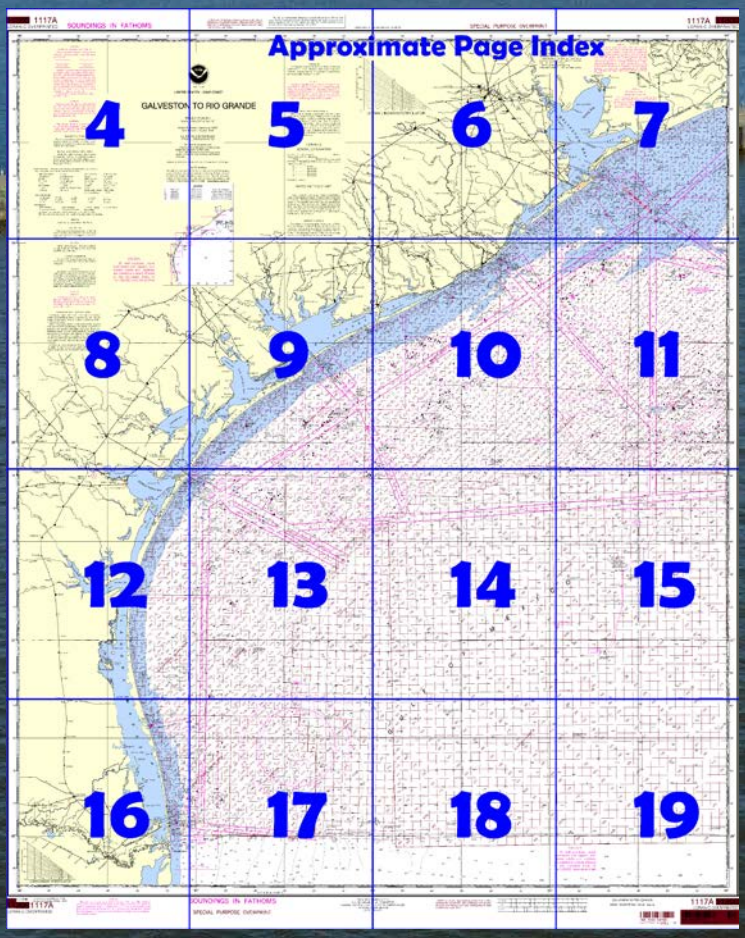
Galveston to Rio Grande

NOAA Chart 1117A

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

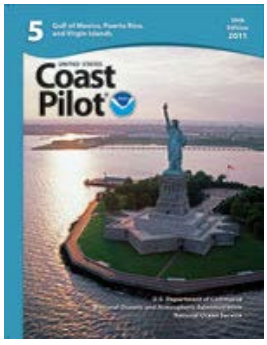
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=5.



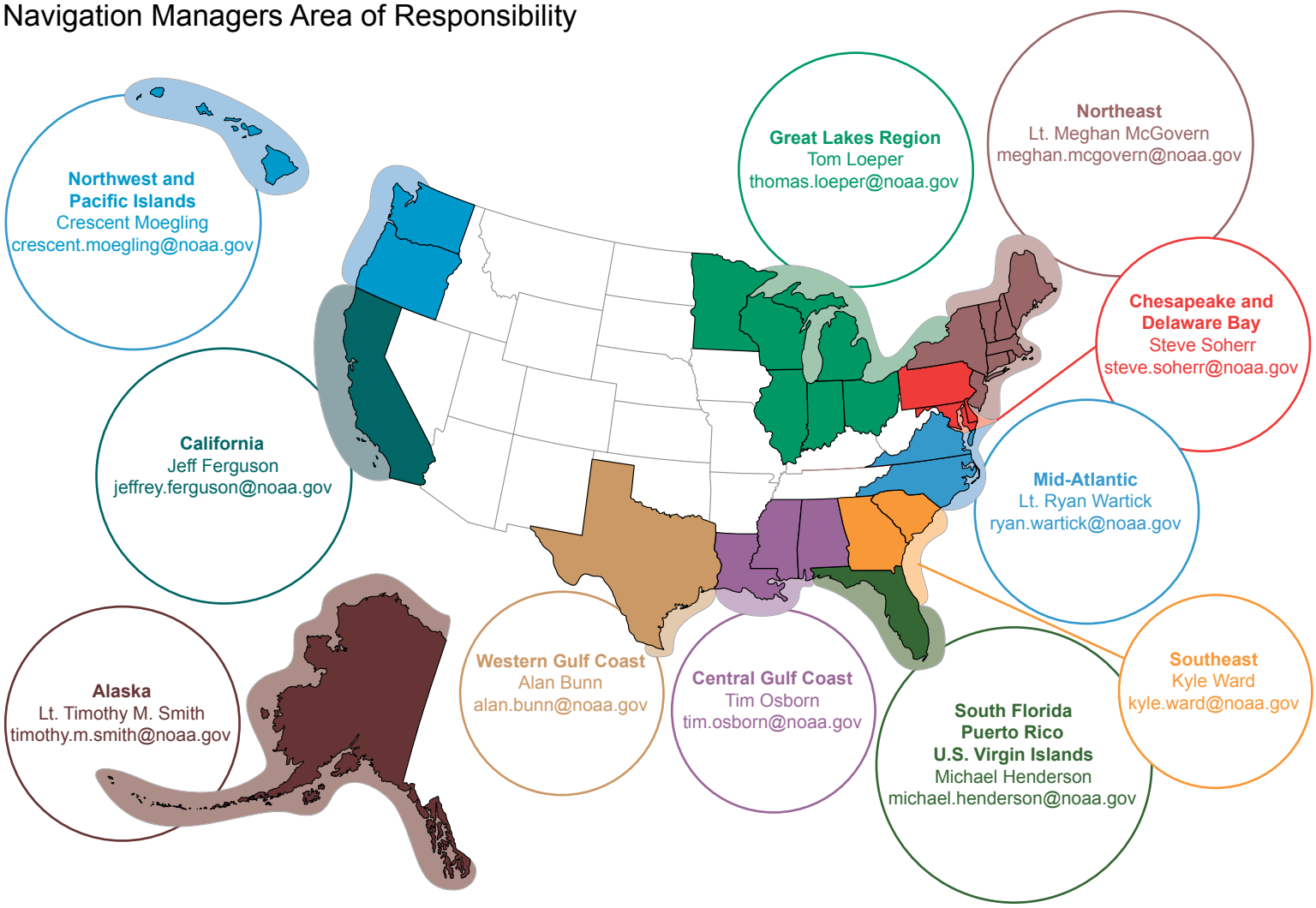
(Selected Excerpts from Coast Pilot)
Weather The climate along this stretch of coast is a mixture of tropical and temperate zone conditions. The area receives abundant rainfall and moderate temperatures, with only a few short periods where temperatures fall to freezing or below. The Gulf of Mexico helps modify the relative humidity and temperature conditions, decreasing the range between extremes. When S winds prevail these marine effects are increased. However, continental heat and cold waves penetrate the area at times. During summer, prevailing southeasterlies help cool the air and produce showers.

Navigation is hampered at times by extratropical or winter systems, fog, thunderstorms, and tropical cyclones. This area is located S of the mean track of continental extratropical cyclones. During winter, this track reaches its S limit, and some 15 to 20 associated fronts reach the Gulf of Mexico. These "northers" are common from October through February. The mixing of cold and warm air may also trigger the formation of an extratropical cyclone in the Gulf. The cold fronts and winter storms result in gale-force winds blowing 1 percent of the time and winds of 22 knots or more occurring 7 to 12 percent of the time. Waves of 10 feet or more are common, while 20-foot seas have been encountered. Tropical cyclones are a threat to navigation from late May into early November. On average, a tropical cyclone (winds 34 knots or more) will move through the region every 1 to 2 years, while a hurricane (winds 64 knots or more) can be expected every 4 to 5 years. Winds can be expected to reach 100 knots about every 25 years. These systems can also generate rough seas. Carla and Audrey produced 28- to 30-foot seas. On average, maximum significant wave heights of about 40 feet can be expected once every 25 years in deep waters.
While fog occurs throughout the year, it is much more likely in winter and early spring; February is often the foggiest month. Port Arthur averages 42 days annually when visibilities fall below 0.4 mile. These monthly averages range from less than 1 day in the summer months to 8 days in January. Offshore visibilities fall below 2 miles about 2 to 3 percent of the time from December through April. On average, sound signals operate more than 100 hours per month in December and January. Visibilities may also be restricted by precipitation and smoke.
Dangers.–The coast has fairly uniform depths with few outlying dangers except in the vicinity of the passes and off the mouth of the Brazos River where shoaling to 18 feet is reported as far as 5 miles offshore; otherwise, vessels of any draft can approach to within 2.5 miles of the shore. Other reported dangers are about 20 miles SW of the entrance to the Brazos River and consist of occasional ridges of soft mud having as little as 4 fathoms over them, with general surrounding depths of 5 to 5½ fathoms. Oil wells may be encountered offshore, especially in the vicinity of Freeport Harbor. Mariners are cautioned to give them a wide berth especially when drilling operations are in progress.
Caution.–Hurricane Beulah in September 1967 caused considerable damage in the Gulf Coast area. Mariners are advised to exercise extreme caution as depths may vary from those charted and mentioned in the Coast Pilot. In addition, Hurricane Beulah created many new cuts or passes through the beach. Many of these cuts were reported in the stretch of beach extending N from about 6 miles N of Port Mansfield Channel for a distance of 20 miles. These openings in the beach should not be used for navigation.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Managers Area of Responsibility

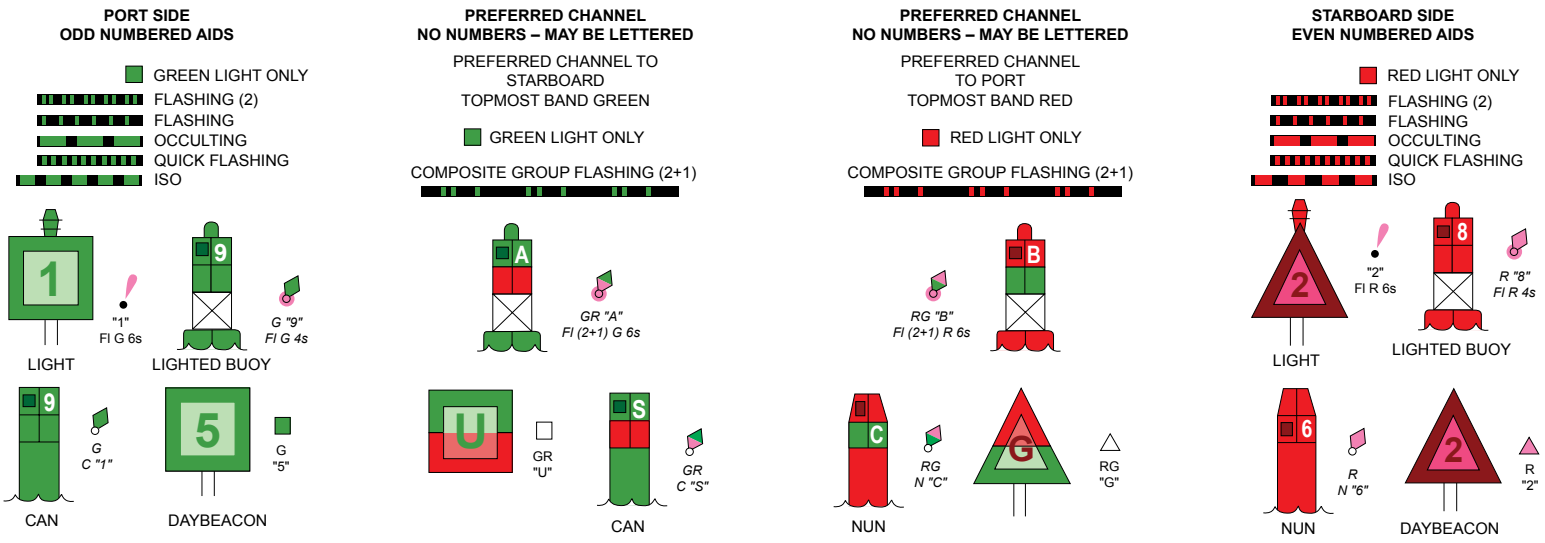


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FATHOMS

Offshore oil ar
indicated in red f
(formerly the Bu
furnished to Jun

98° 50' 40' 30' 20' 10' 97°

30° 50' 40' 30' 20' 10' 50'

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE B

These are parallel shipping safety fairways and not a traffic separation scheme. However, in the interest of vessel traffic safety use of the northeast lane for inbound (298° true) traffic and the southwest lane for outbound (118° true) traffic is recommended.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bids boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained

Joins page 8

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

GALVESTON TO RIO C

Mercator Projection
Scale 1:460,732 at Lat 28°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

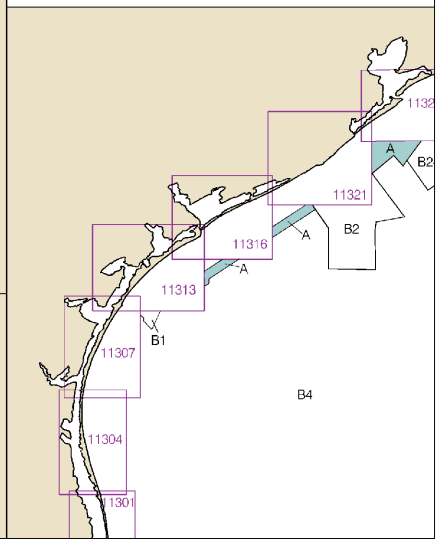
(For offshore navigation only)
Floating Aids to Navigation inside the sea buoys are not shown on this chart.
See 1:80,000 scale series and large scale harbor charts for aids marking maintained channels.

Additional information can be obtained at nauticalcharts.noaa.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrogra
survey information that has been evaluated for charting. Surveys have
banded in this diagram by date and type of survey. Channels maint
by the U.S. Army Corps of Engineers are periodically resurveyed an
not shown on this diagram. Refer to Chapter 1, United States Coast

		SOURCE	
A	1990-2005	NOS Surveys	full bottom cove
B1	1990-2005	NOS Surveys	partial bottom c
B2	1970-1989	NOS Surveys	partial bottom c
B3	1940-1969	NOS Surveys	partial bottom c
B4	1900-1939	NOS Surveys	partial bottom c



4

Note: Chart grid lines are aligned with true north.

and gas leasing areas and blocks
d from Minerals Management Service
Bureau of Land Management) data
ne 1983.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Formerly C&GS 1117, 1st Ed., Mar. 1919 C-1919-192, KAPP 178

50' 40' 30' 20' 10' 96° 50' 40'

GRANDE

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

NOTE X

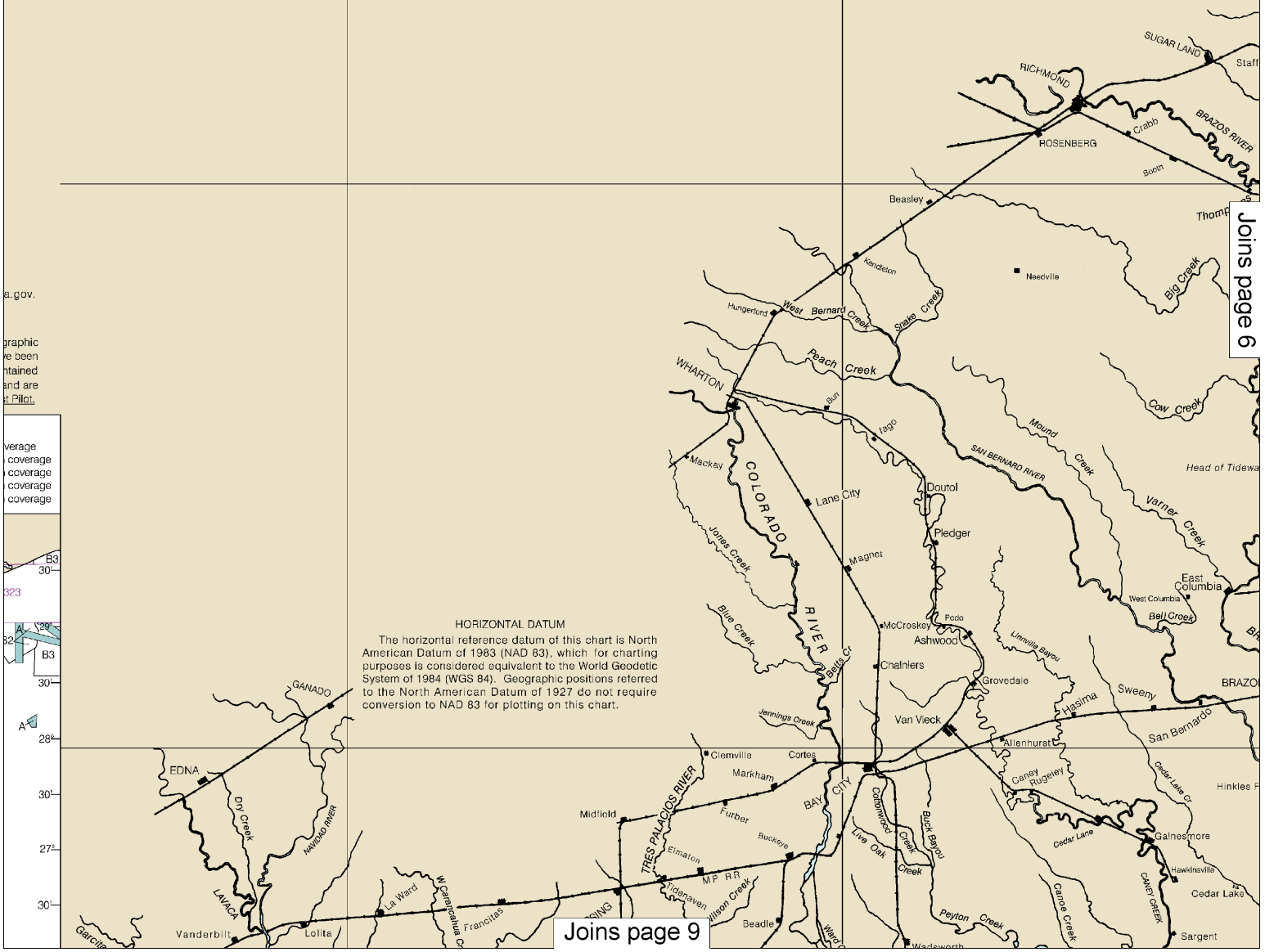
Within the 12-nautical mile Territorial Sea, established by Presidential Procl
some Federal laws apply. The Three Nautical Mile Line, previously identifie
outer limit of the territorial sea, is retained as it continues to depict the juris
limit of the other laws. The 9-nautical mile Natural Resource Boundary off the G
of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere
most cases the inner limit of Federal fisheries jurisdiction and the outer lim
jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-
mile Exclusive Economic Zone were established by Presidential Procla
Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are
to modification.

NOTE E

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) on the Sabine - Neches Waterway and offshore approaches. Vessel operating procedures, mandatory participation boundaries, and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and the VTS Port Arthur User Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Port Arthur Traffic" is a full service VTS, providing a continuous Information Service; Traffic Organization Services and Navigational Assistance Services as required.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.



Joins page 6

Joins page 9

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Formerly C&GS 1117, 1st Ed., Mar. 1919 C-1919-192, KAPP 178

SPECIAL PURPOSE

20' 10' 96° 50' 40' 30' 20'

POLLUTION REPORTS

eport all spills of oil and hazardous substances to the nal Response Center via 1-800-424-8802 (toll free), or nearest U.S. Coast Guard facility if telephone com- cation is impossible (33 CFR 153).

COPYRIGHT

o copyright is claimed by the United States Government Title 17 U.S.C. However, other nations may claim ctual property rights on the compilation of data depicting reign waters shown on this chart.

NOTE A

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NOTE X

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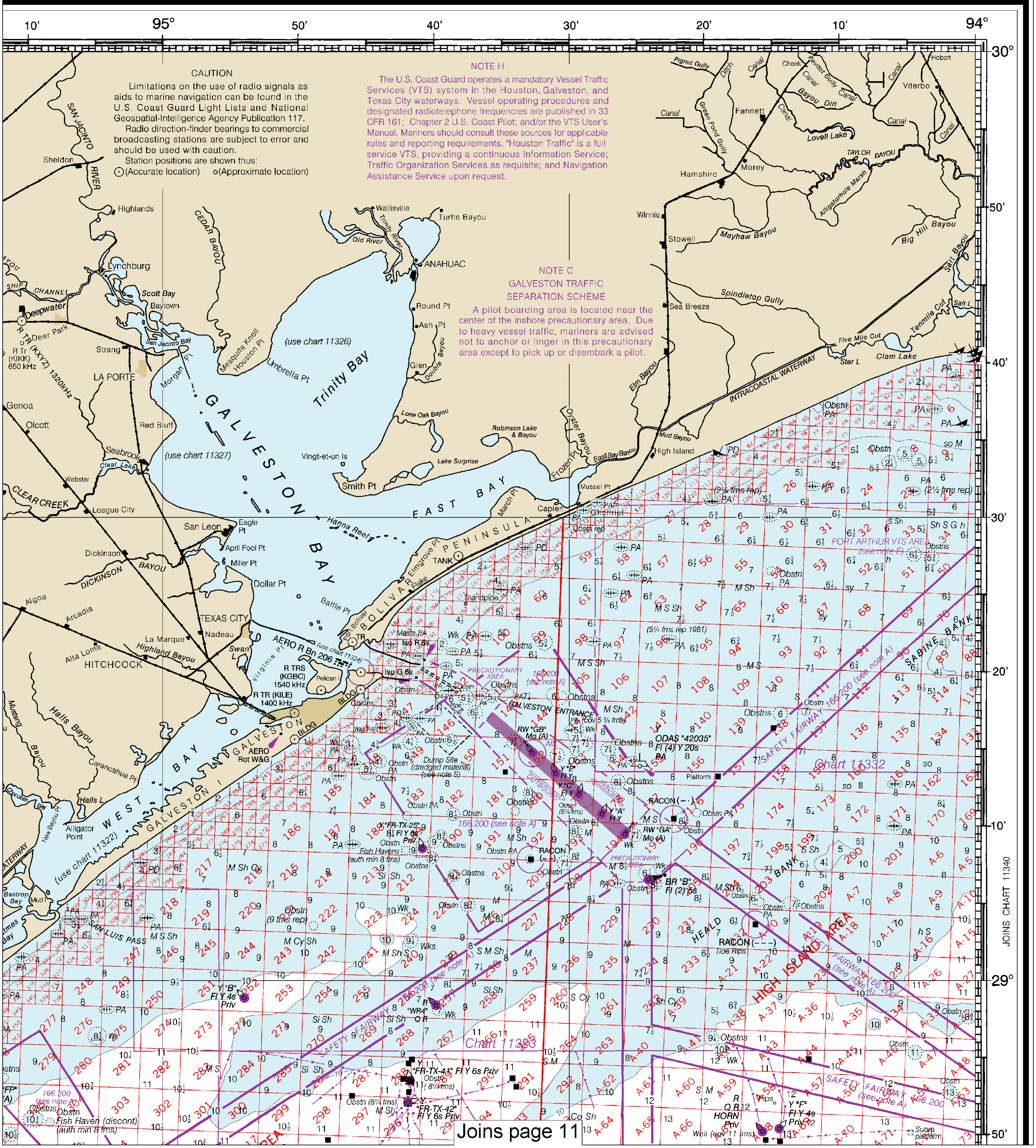
NOTE E

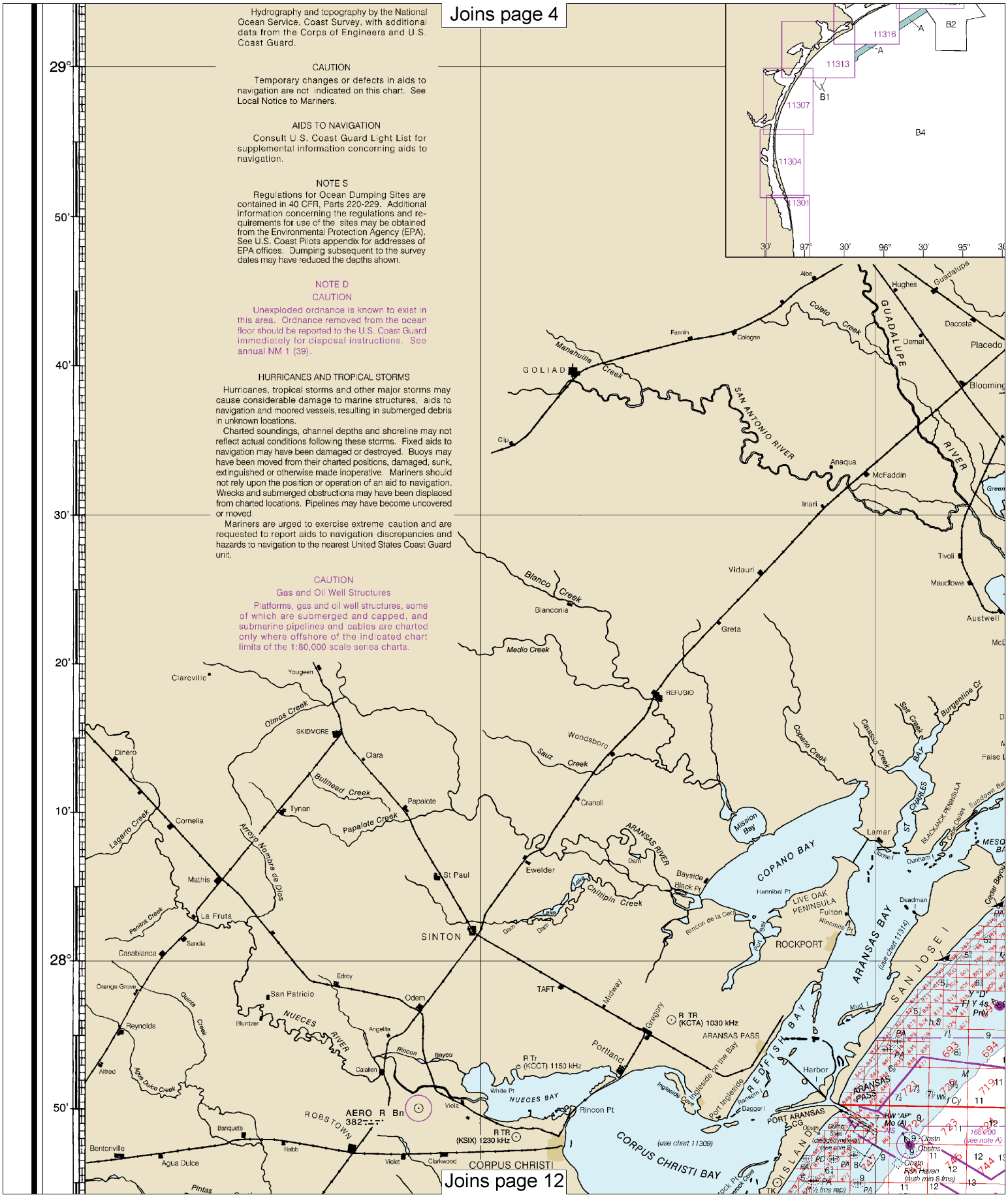
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) on the Sabine - Neches Waterway and offshore approaches. Vessel operating procedures, mandatory participation boundaries, and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and the VTS Port Arthur User Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Port Arthur Traffic" is a full service VTS, providing a continuous Information Service; Traffic Organization Services and Navigational Assistance Services as required.

Joins page 5

Joins page 10

Note: Chart grid lines are aligned with true north.


CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)
NOTE H
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston, Galveston, and Texas City waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161; Chapter 2 U.S. Coast Pilot; and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Houston Traffic" is a full service VTS, providing a continuous Information Service; Traffic Organization Services as requisite; and Navigation Assistance Service upon request.
NOTE C
GALVESTON TRAFFIC SEPARATION SCHEME
A pilot boarding area is located near the center of the inshore precautionary area. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.
GALVESTON BAY
Trinity Bay
EAST BAY
WEST BAY
JOINS CHART 11340
Joins page 11



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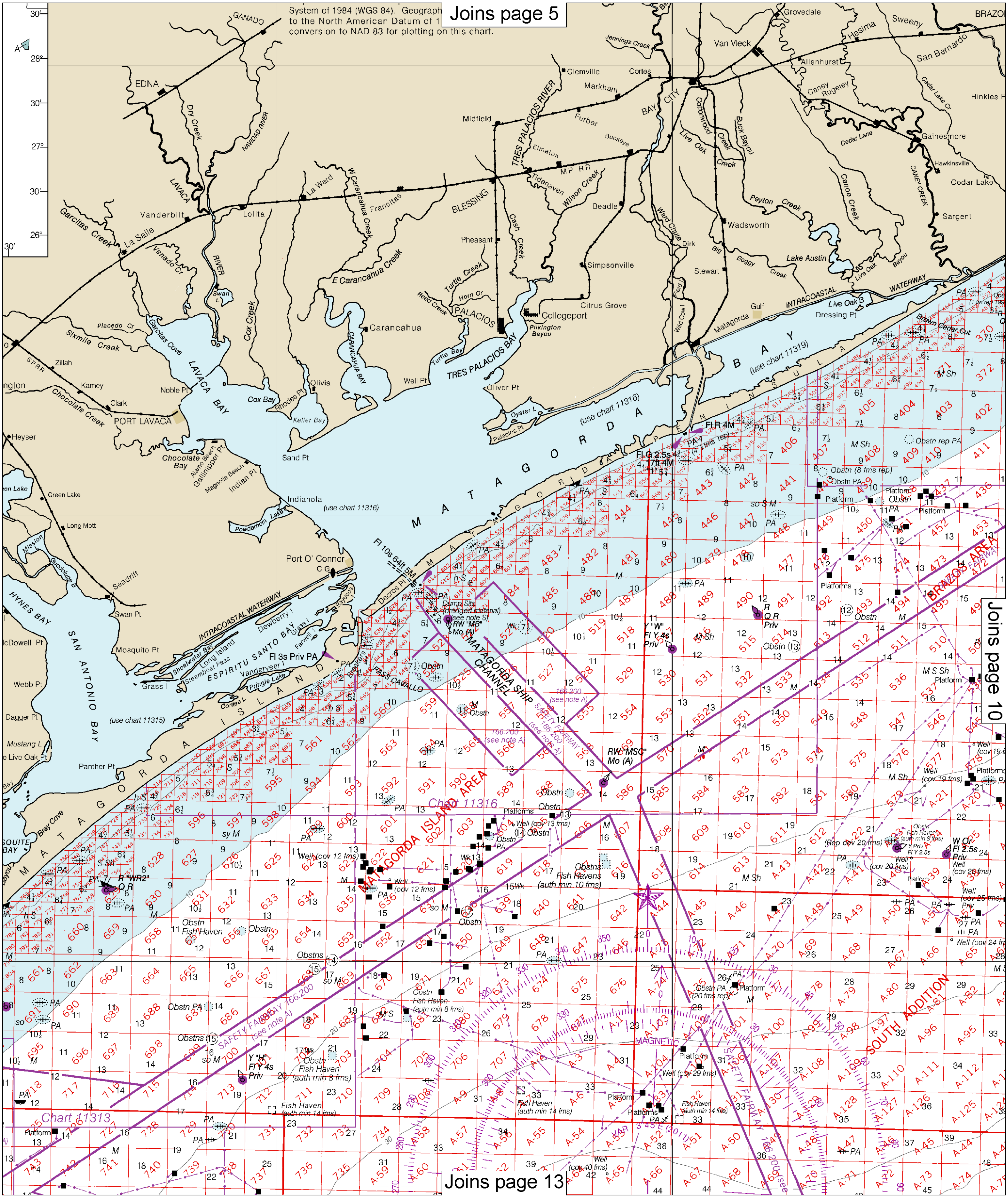
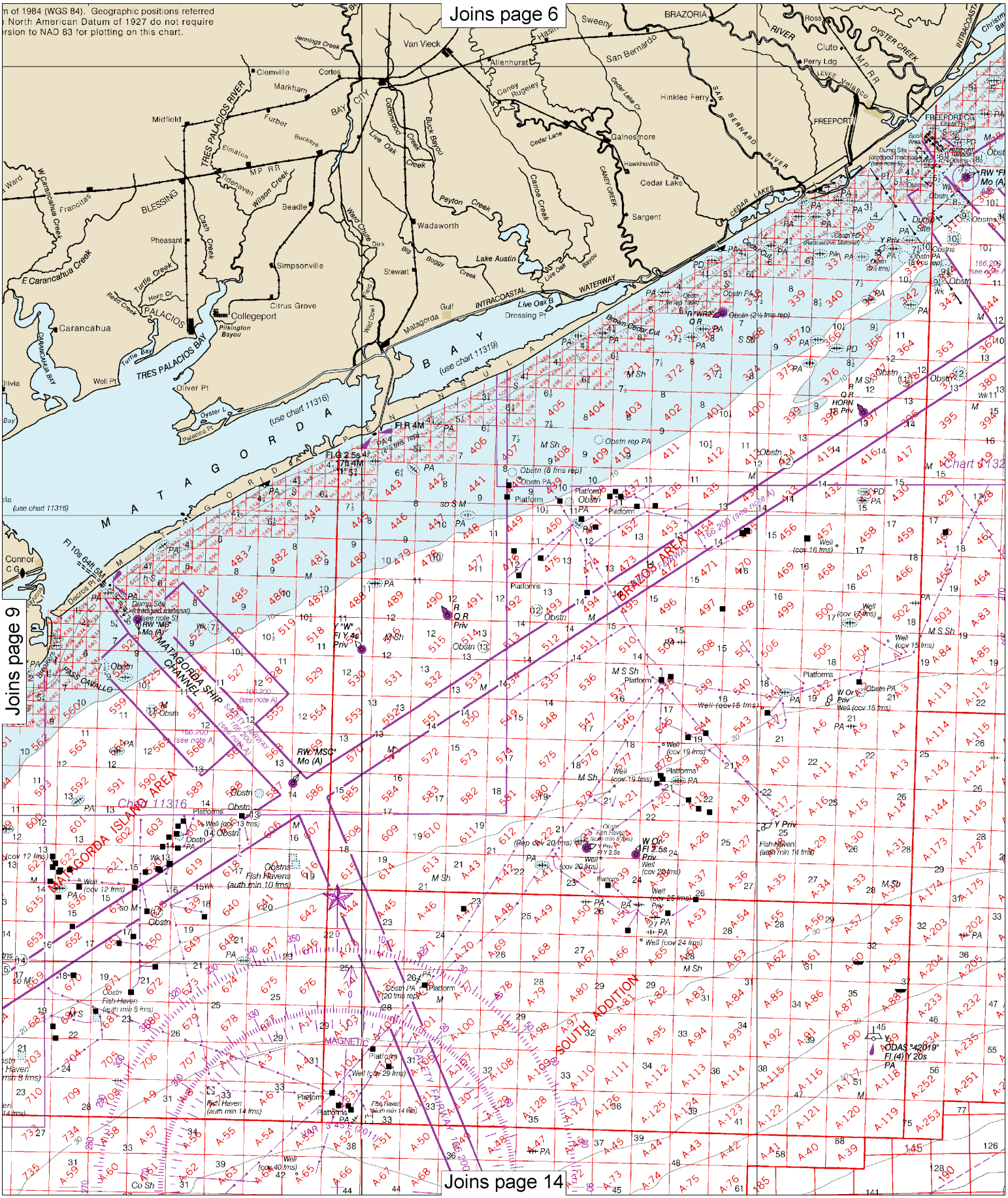
Note: Chart grid lines are aligned with true north.

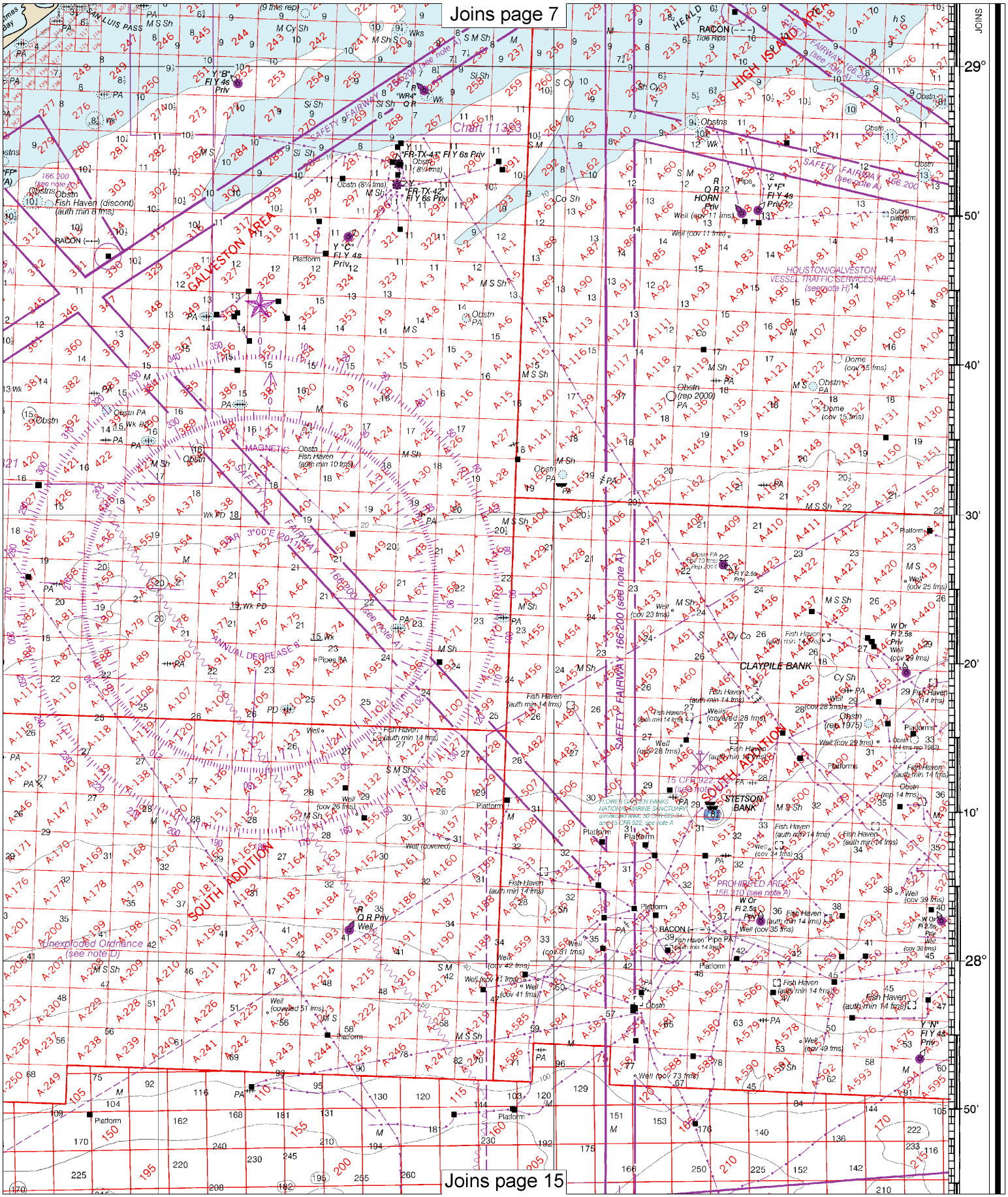


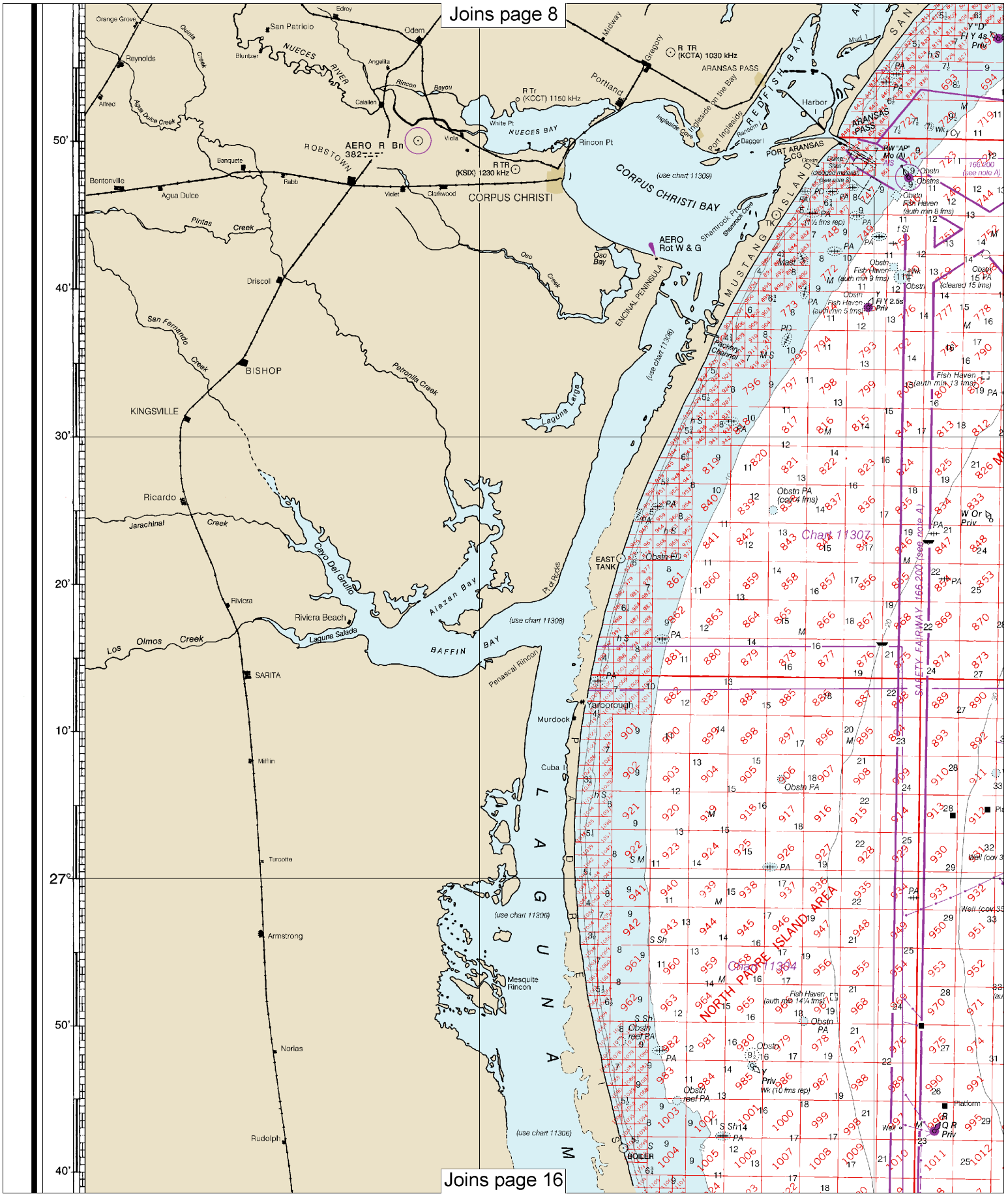
Joins page 5
Joins page 10
Joins page 13
System of 1984 (WGS 84). Geograph
to the North American Datum of 1
conversion to NAD 83 for plotting on this chart.
GANADO
EDNA
Dry Creek
NAVIDAD RIVER
LAVACA
Vanderbilt
Lolita
La Ward
Francitas
W Carancahua Creek
BLESSING
Midfield
TRES PALACIOS RIVER
Clemville
Markham
Cortes
Jennings Creek
Van Vleck
Grovedale
Sweeny
BRAZO
Hasima
San Bernardo
Allenhurst
BAY CITY
Furber
Buckeye
Elmaton
MP RR
Tidenaven
Wilson Creek
Beadle
Cottonwood Creek
Live Oak Creek
Buck Bayou
Caney Creek
Rugeley
Cedar Lane
Cedar Lake Cr
Hinkles F
Gainesmore
Hawkinsville
CANEY CREEK
Cedar Lake
Sargent
Peyton Creek
Canoe Creek
Wadsworth
Lake Austin
Live Oak Bayou
Big Boggy Creek
Dirk
Stewart
Wand Chute
Simpsonville
Pheasant
Cash Creek
Garcitas Creek
La Salle
Venado Cr
RIVER
Swan L
Cox Creek
E Carancahua Creek
Turtle Creek
Horn Cr
Reed Creek
PALACIOS
Collegeport
Pilkington Bayou
Citrus Grove
Gulf
INTRACOASTAL WATERWAY
Live Oak B
Drossing Pt
Matagorda
Wild Cow
Placedo Cr
Sixmile Creek
Garcitas Cove
Carancahua
CARANCAHUA BAY
Turtle Bay
TRES PALACIOS BAY
Well Pt
Oliver Pt
SPRR
Zillah
Kamey
Clark
Noble Pt
LAVACA BAY
Cox Bay
Rhodes Pt
Olivia
Keller Bay
Chocolate Creek
PORT LAVACA
Heyser
Chocolate Bay
Alamo Beach
Gallinipper Pt
Magnolia Beach
Indian Pt
Sand Pt
Oyster L
Palacios Pt
(use chart 11316)
MATAGORDA BAY
(use chart 11319)
MATAGORDA PENINSULA
Green Lake
Long Mott
Indianola
Powderhorn Lake
Mission
Guadalupe R
Seadrift
Port O' Connor
Fl 10s 64ft 5M
HYNES BAY
SAN ANTONIO BAY
Swan Pt
Mosquito Pt
INTRACOASTAL WATERWAY
Dewberry I
Shoalwater Bay
Long Island
Steamboat Pass
ESPIRITU SANTO BAY
Fl 3s Priv PA
Vanderveer I
Pringle Lake
Grass I
Webb Pt
Dagger Pt
Mustang L
Live Oak Pt
Panther Pt
(use chart 11315)
MATAGORDA ISLAND
Bray Cove
ESQUITE BAY
Decros Pt
PASS CAVALLO
Dump Site (dredged material) (see note S)
RW "MB" Mo (A)
MATAGORDA SHIP CHANNEL
SAFETY FAIRWAY 166.200 (see note A)
Fl R 4M
Fl G 2.5s 17ft 4M
Y "W" Fl Y 4s Priv
R Q R Priv
RW "MSC" Mo (A)
BRAZOS AREA
MATAGORDA ISLAND AREA
Chart 11316
Chart 11313
R "WR2" Q R
Y "H" Fl Y 4s Priv
W Or Fl 2.5s Priv
SOUTH ADDITION
MAGNETIC
VAR 3°45'E (2011)
Platform
Platforms
Obstn
Fish Haven
Fish Havens (auth min 10 fms)
Well (cov 12 fms)
Well (cov 13 fms)
Well (cov 29 fms)
Well (cov 40 fms)
Obstn (8 fms rep)
Obstn rep PA



10

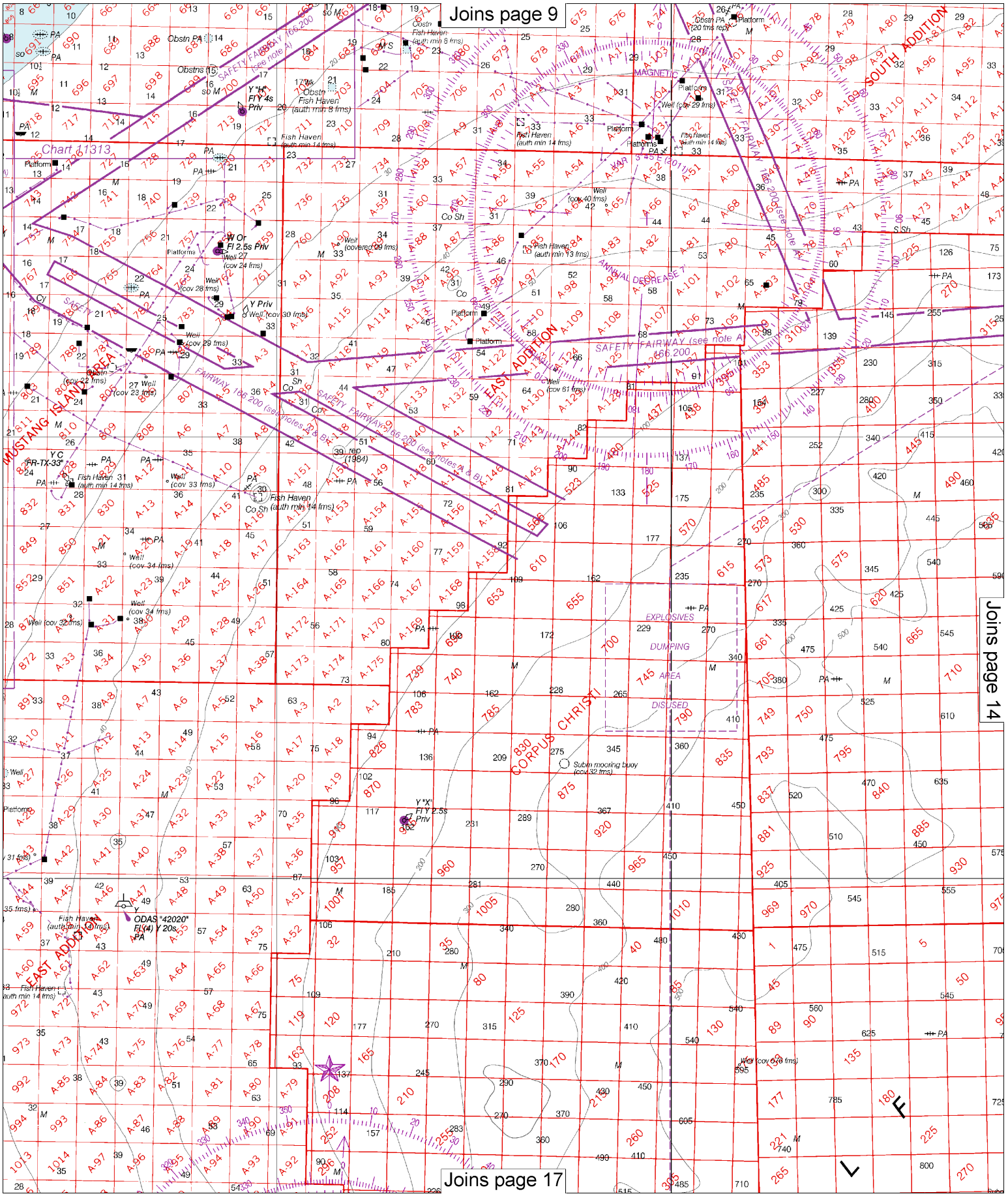
Note: Chart grid lines are aligned with true north.

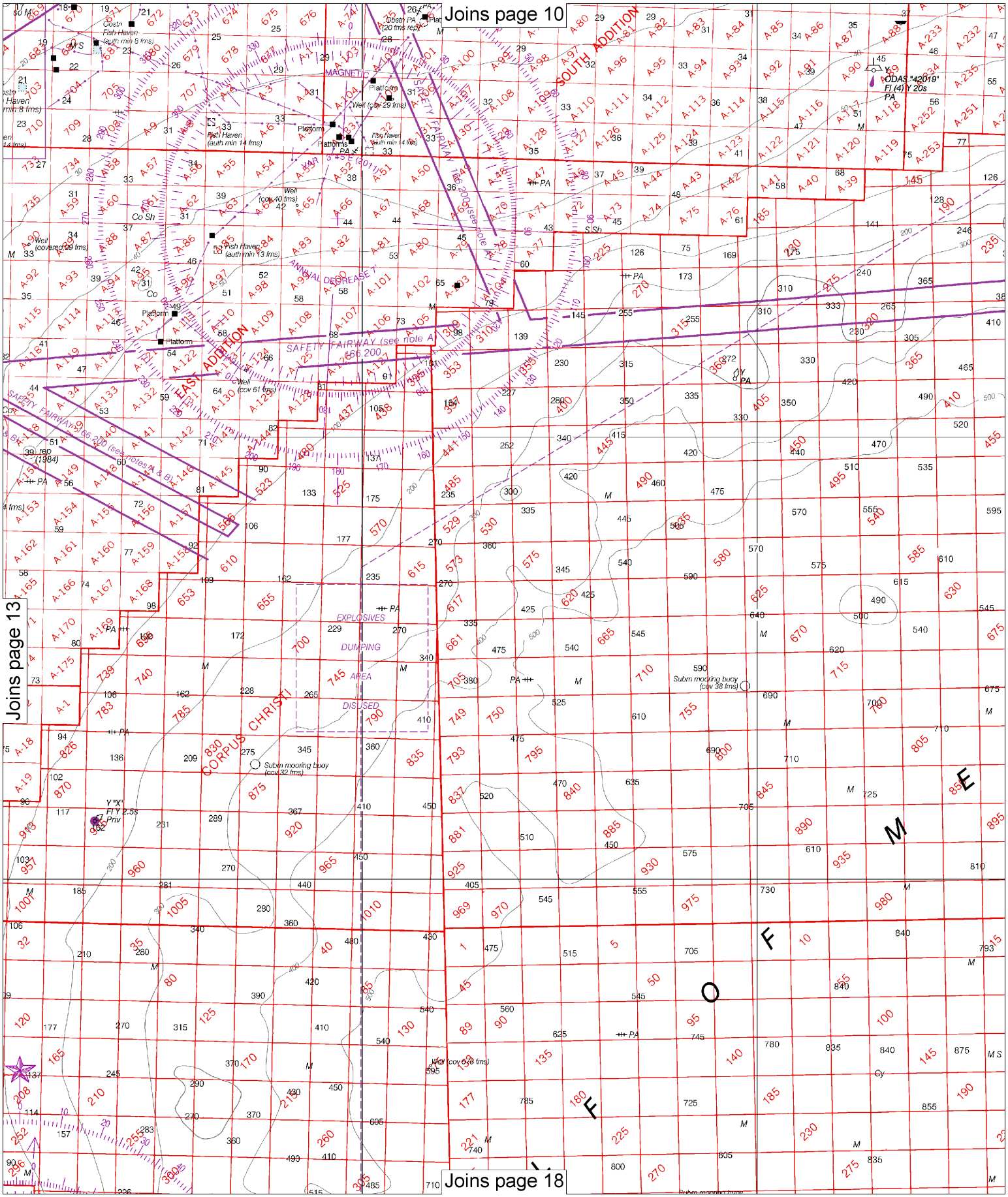

Joins page 7
Joins page 15
GALVESTON AREA
HIGH ISLAND AREA
SOUTH ADDITION
SOUTH ADDITION
STETSON BANK
CLAYPILE BANK
HOUSTON/GALVESTON VESSEL TRAFFIC SERVICES AREA (see note H)
SAFETY FAIRWAY (see note A)
ANNUAL DECREASE
MAGNETIC
Chart 11345
Unexploded Ordnance (see note D)
PROHIBITED AREA 156.310 (see note A)
29°
50'
40'
30'
20'
10'
28°
50'



12

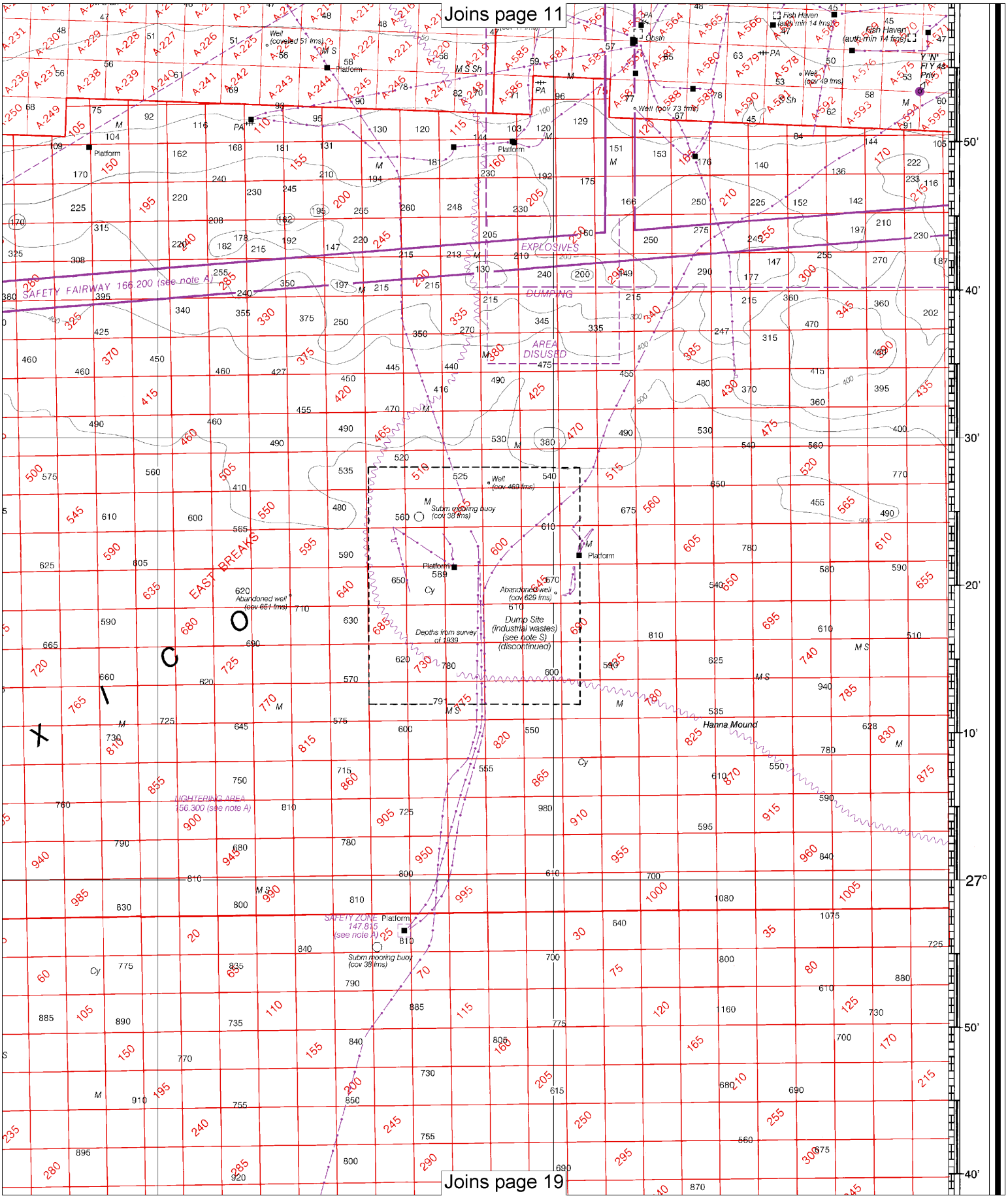
Note: Chart grid lines are aligned with true north.

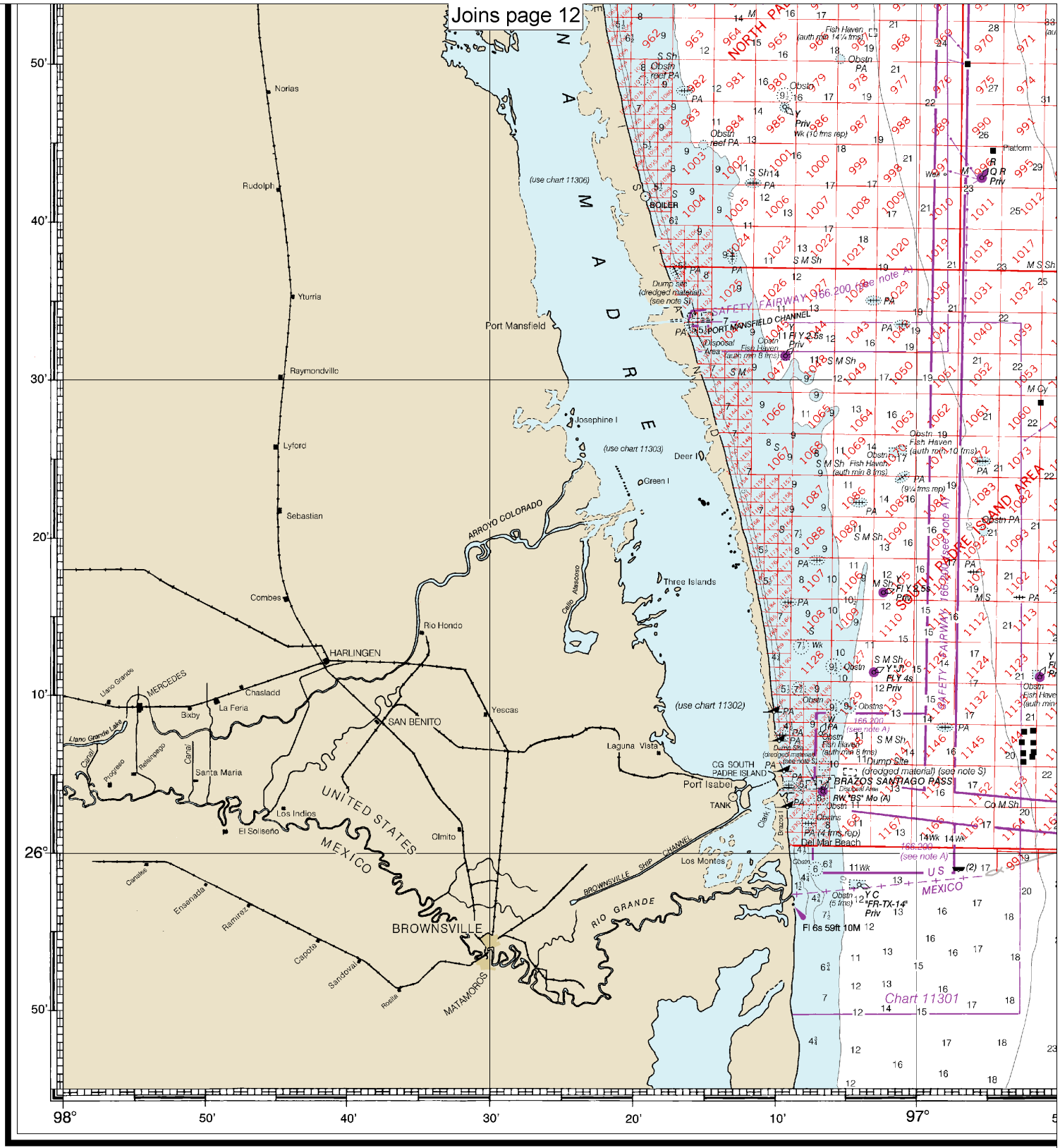

Joins page 9
Joins page 14
Joins page 17
Chart 11313
MUSTANG ISLAND AREA
EAST ADDITION
SOUTH ADDITION
SAFETY FAIRWAY (see note A)
ANNUAL DECREASE 7'
EXPLOSIVES DUMPING AREA
DISUSED
CHRISTI
CORPUS
Fish Haven (auth min 14 fms)
Platform
Well (cov 29 fms)
Obstn PA (20 fms rep)
ODAS "42020" Fl(4) Y 20s
Subm mooring buoy (cov 32 fms)



14

Note: Chart grid lines are aligned with true north.


Joins page 11
Joins page 19
SAFETY FAIRWAY 166.200 (see note A)
EXPLOSIVES
DUMPING
AREA DISUSED
EAST BREAKS
Dump Site (industrial wastes) (see note S) (discontinued)
Depths from survey of 1939
Hanna Mound
LIGHTERING AREA 156.300 (see note A)
SAFETY ZONE 147.835 (see note A)
Platform
Subm mooring buoy (cov 38 fms)
Abandoned well (cov 651 fms)
Abandoned well (cov 629 fms)
Well (cov 460 fms)
Well (covered 51 fms)
Well (cov 49 fms)
Well (cov 73 fms)
Fish Haven (auth min 14 fms)
Obstn
50'
40'
30'
20'
10'
27°



43rd Ed., Sep./11

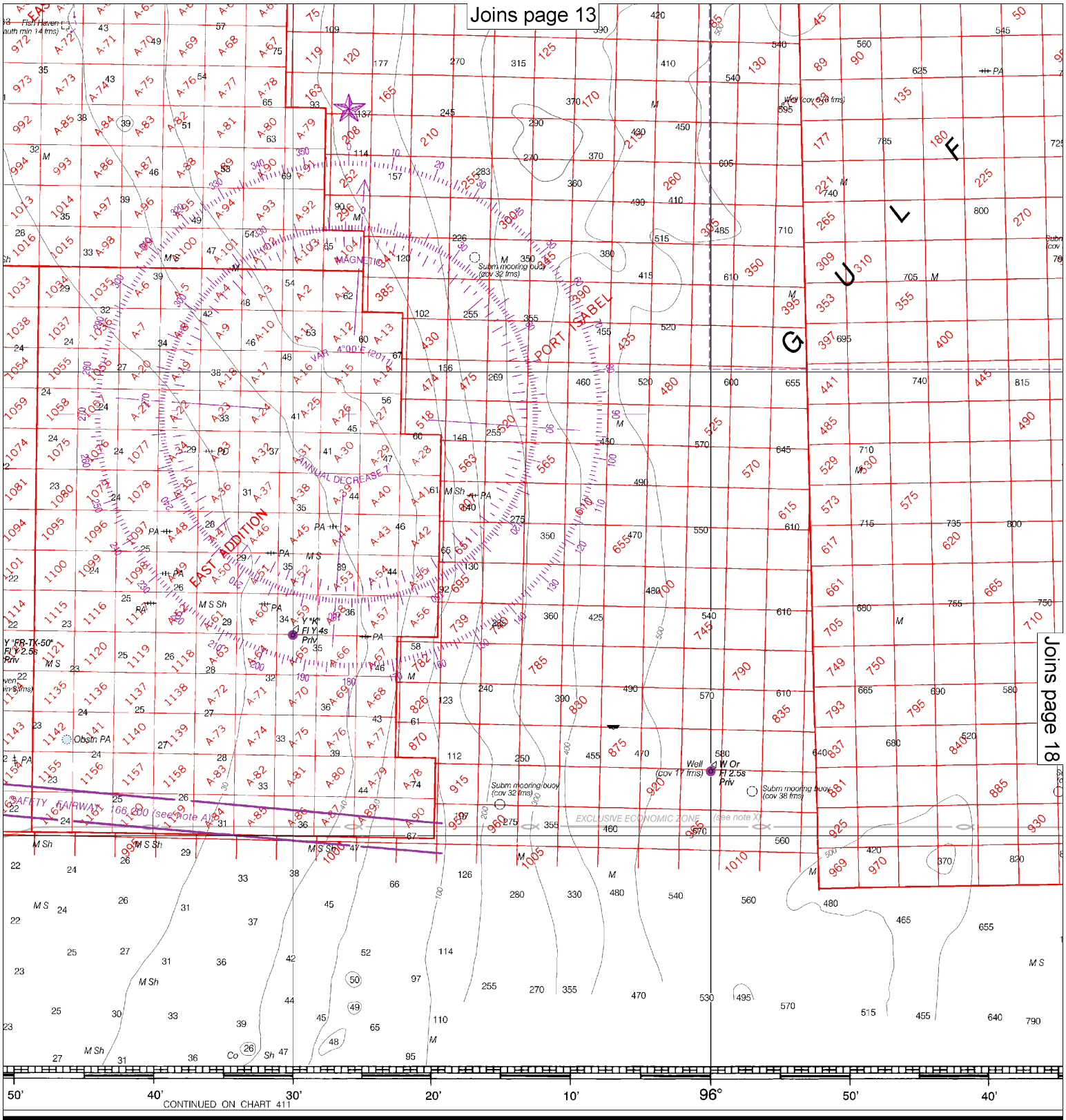
11300 1117A

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 11/2/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

Note: Chart grid lines are aligned with true north.



SOUNDINGS IN FATHOMS

SPECIAL PURPOSE OVERPRINT

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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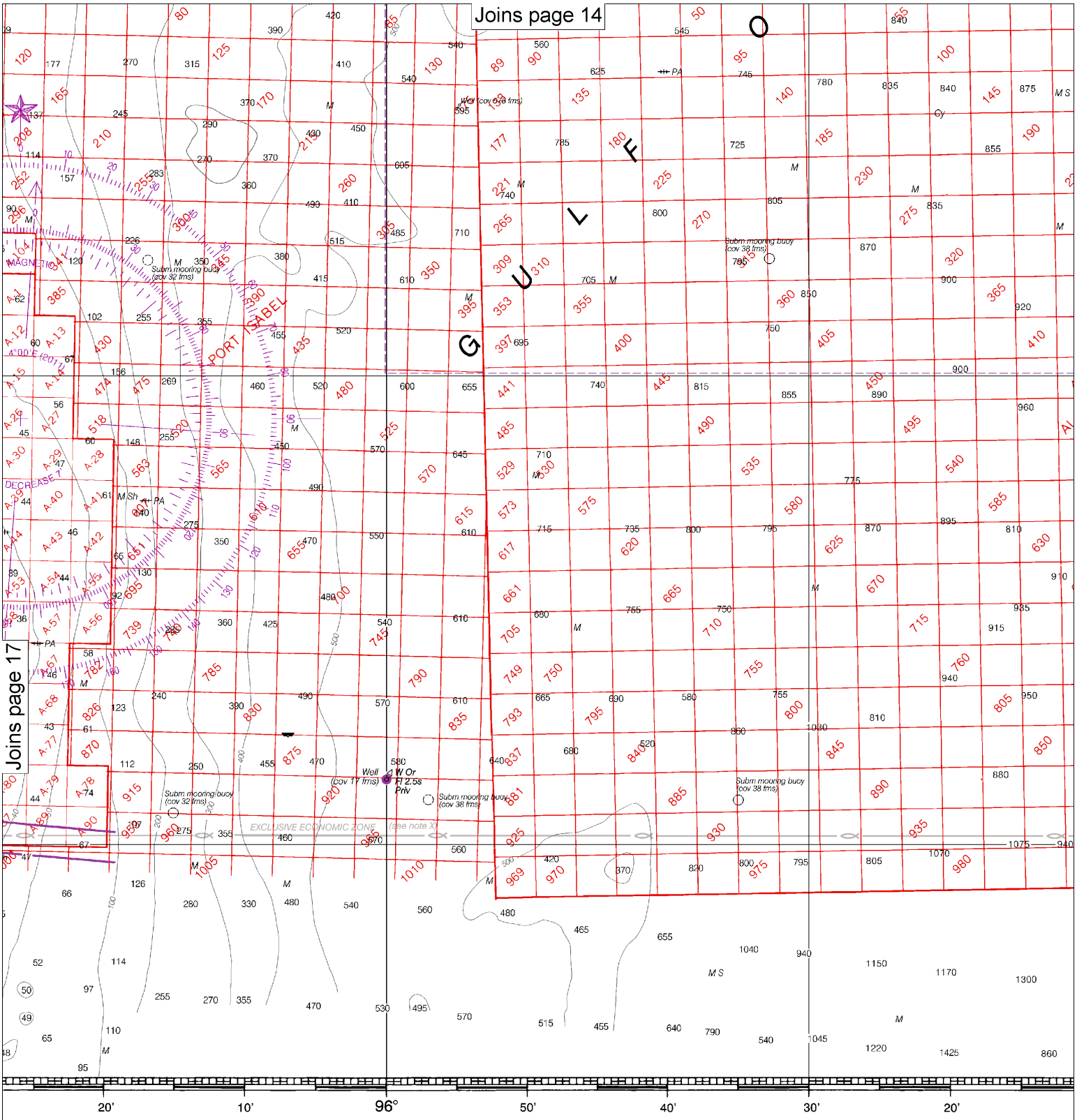


N FATHOMS

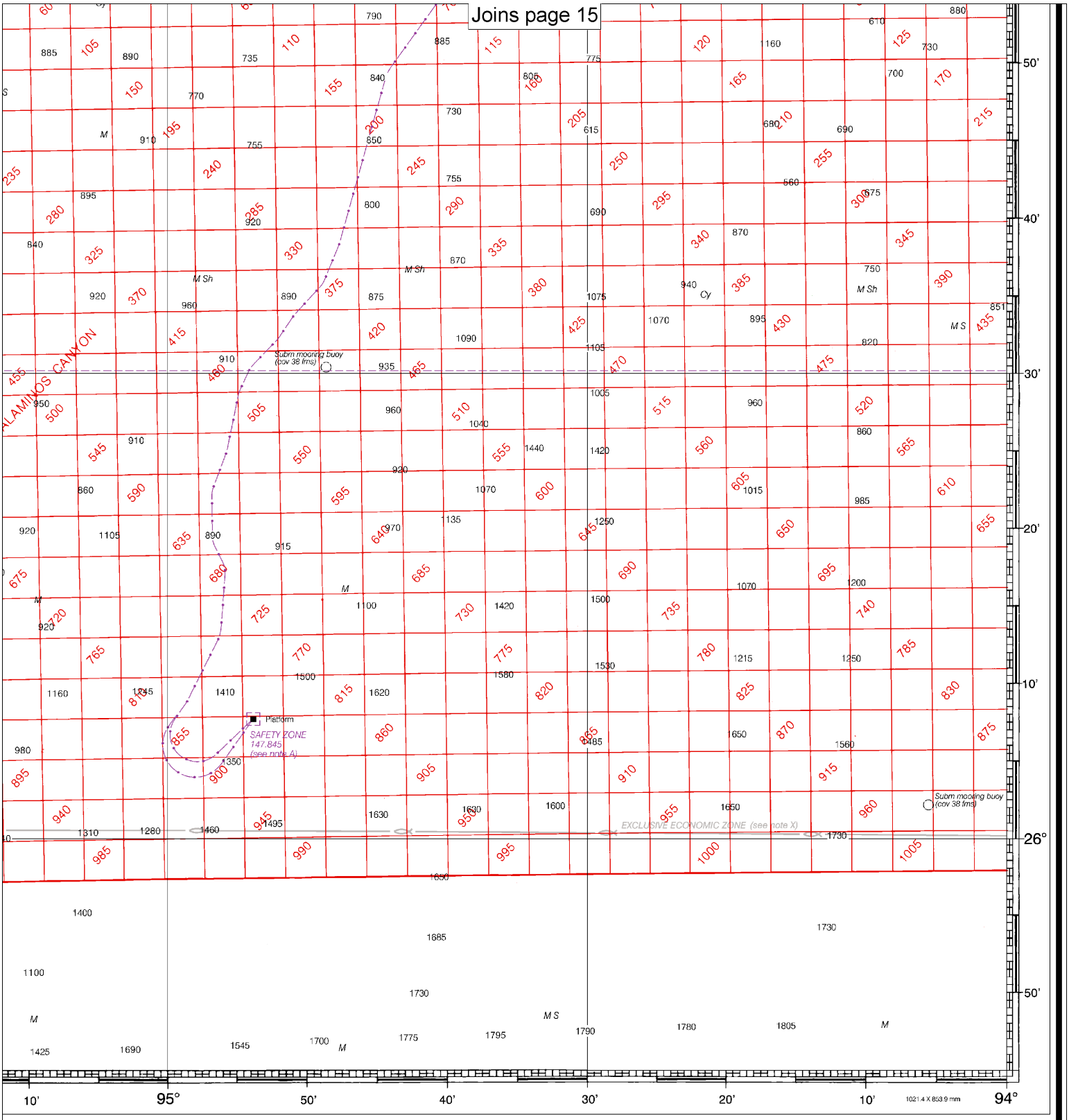
E OVERPRINT

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Offshore oil and gas leasing areas and blocks indicated in red from Minerals Management Service (formerly the Bureau of Land Management) data furnished to June 1983.

FATHOMS	1 2
FEET	6 12
METERS	1 2 3 4

Note: Chart grid lines are aligned with true north.



Galveston to Rio Grande

SOUNDINGS IN FATHOMS - SCALE 1:460,732

1117A 11300

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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